

of wealth to fatten stock. Ten tons of dried
herb had been obtained this year in Massachusetts
Kentucky. The plants, if allowed to grow to
eight of five feet, and then cut down for fodder,
throw up new shoots from the old roots, and
a second crop in October. Where the season
grows more than two cuttings can be made; in
Irida as many as five have been taken, and the
e number in France. Letters were read show-

and richer milk is given by cows. The seed
is made into flour for the use of man, and, fed
in its original state, is greatly relished.
O. exhibited specimens of dyes he had obtained
from the seed hulls, and some pieces of ribbon dyed
salmon color. This is the first successful ex-
periment as yet made in this country. A specimen
of straw scraped from the stalk was burned by the
fire, and made a bright, clear flame. The crop

well considered as an almost universal remedy. A company has been established in France, with a capital of £40,000, to purchase an estate at Arles, to manufacture alcohol from Sorghum juice. M. Beauregard had sold these alcohols in the Marseilles market at the ordinary price of alcohols and were of excellent flavor. Rum, tafia, cognac, cider and a sparkling wine are made from juice. D. J. Browne, of the Patent Office, says

number of varieties of the Sorghum are similar to appearance and seeds. Specimens of "Dourra Corn," "Guinea Corn," "Chocolate Corn," "Broom Corn," and *Imphoe*, received by Mr. Bennett from Col. Peters, of Georgia, were grown. The sugar Sorghum should never be allowed to run alongside any of these varieties, as it will rapidly deteriorate. Col. Peters of Georgia had a very extensive experiments in producing

ly. These were severally noticed, but you are already familiar with them. Dr. Jackson of Boston had found the Sorghum sirup mixed with a very small portion of honey; it had all the flavor of honey itself. Sirup could be produced as far north as Indian corn would grow, but the lecturer told of sugar-making, unless with very complicated apparatus and care in manipulation, would be profitable north of 40 deg. The best processes for

listened to with marked attention by an intelligent audience, and was pronounced to be a most interesting one. From the remarks of the lecturer, we have no reason to alter the views already entertained by THE TRIBUNE as to the manifest value of Sorghum, and we are, perhaps, more satisfied that if undertaken with due discretion and on a large scale, no farmer will fail to receive adequate compensation with the plant during

MARINE AFFAIRS.

LOSS OF THE BARK RANGER AT SEA.
The schooner Julia A. Rich (of Boston), Capt. Sears, Cardenas 26th February; on the 5th inst., in lat. 39°, lon. 79° 06', fell in with the bark Ranger (of Lanc). Capt. Ingles, from Matanzas to New-York,

crew and brought them to this port this morning. The reports: Sailed from Matanzas for New York, Feb. 26, with a cargo of concentrated molasses. The ship had a strong gale from N. W., but received no damage. On the 5th inst. experienced a gale from the southward, during which shifted deck load and sprung a plank. Found 2 feet 6 inches of water in her hold; started lead to lighten the vessel, but it being raining

ould not get it over. Both pumps going and leak-
ing, with the gale and sea increasing, the vessel
drifted fast by the head. At 4 p. m. had four feet six
inches of water in her hold; saw a sail to windward stand-
ing up, and set signal of distress. She proved to be
the schooner Julia A. Rich (of Boston), Sears, master,
bound for New-York, who took us on board.
On leaving the bark we sounded the lee pump and

er to float more than an hour longer.

VANDERBILT'S EUROPEAN STEAMSHIP LINE.

The steamers of the Vanderbilt European Steamship Line ply between New-York, Southampton, Havre and Antwerp, will commence their regular trips next month. The *Atlanta*, already well and favorably known to those who have sailed in her, as a staunch and comfortable steamer, will sail on the 16th of April, and the *Vanderbilt* on the 23d.

will make her first trip on May 30. This ship was
ally built to compete for ocean mastery, and is
to be in point of size, accommodation, power and
equal to anything afloat.

FIRES.

FIRE IN GORCK STREET.

104 o'clock on Thursday morning a fire broke out

Building No. 101, Goerck street, owned by
Kent, and occupied by Henry Kent as a feed-
Damage to the stock \$100 Insured for \$250
New York Fire and Marine Insurance Company.
building was damaged to the amount of \$100.
insurance.

FIRE IN A PUBLIC SCHOOL-HOUSE.
Yesterday afternoon, about 2½ o'clock, a fire broke out on the roof of Public School-House No. 23, located on Carpet's avenue, in the Eastern District. The building is one of the oldest in Williamsburgh, and is a story and attic wood structure, owned by Charles Lewis. It was damaged to the extent of \$300. When the alarm was given there was considerable

FIRE AND LOSS OF LIFE IN PATERSON, N. J.
A serious fire occurred yesterday morning at Paterson which \$80,000 worth of machinery and buildings were destroyed together with an immense quantity of goods belonging to New-York merchants. The fire was at the extensive dyeing establishment of "East" Waverly Mills, which building is in

The fire originated at the "Malloy Mule," a mill, with all the machinery, in a perfect mass of fire. One man, the watchman, was killed. It is that in fifteen minutes time, between \$40,000 and \$50,000 worth of property perished. The wreck of these large establishments is complete.

BROOKLYN ITEMS.

THE RAILROADS ON SUNDAY.
Editor of The N. Y. Tribune.
 The present Mayor of Brooklyn has had the
 honor to recommend to the Common Council an
 ordinance permitting the City Railroad Company to
 run their cars on Sunday as on other days of the week.
 The measure, long demanded by common sense and
 public convenience, will be adopted, unless defeated

stain parties, who attempt to veil their real reason for the hypocritical guise of sanctity and reverence for the Sabbath. It is fair to presume that the principles of this reform are not those whom it is proposed to benefit, but, on the contrary, those whose interests are antagonistic to the general good. It is undeniable that a large and respectable class of our citizens now deny the privilege of attending public meetings by the lack of any economical mode of conveying themselves to the place of assembly. The only mode of conveyance now published in the *Register* is that of "well-enslaved slaves," has not only ex-

to drive without a signal, railroad tracks at any time. He says that "the wheels of our carriages" when we "drive" through the streets. Poor divine! It is nothing that some-
times of hard-working men and women find a sturdy and comfortable conveyance, on carriage wheels, that is not
to be compared with the "bicycle" or "motor" which is
attributed to bigotry and narrow-mindedness. Some views,
truly adopted, would stop the penny-bus which ply
in the cities, and possibly might prevent the driving
of carriages "with their loads of comfortable workmen on
wheels."

[illegible]

POLICY SHOP BROKEN UP—Yesterday afternoon, Agents D. Jacobs and J. Cohen made a descent upon a policy shop at No. 75 North Second street, and took possession of vagabonds connected therewith. They had warrants for McLean and Ross Gardner, charged with keeping the place, and rescued parties had made their escape.